

Hongkong Daily Press.

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ER. Hongkong, 16th September, 1853

INTIMATION.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

In view of recent events and to meet the expressed wish of some of our constituents we have THIS DAY

CLOSED

THE

HONGKONG DISPENSARY SODA WATER FACTORY,

although fully confident of the absolute purity of the output from this source.

We are now making Aerated Waters only at our WEST POINT Factory which is openly situated facing the sea, and is the finest and most commodious Soda Water Factory in the FAR EAST.

Orders will be received as usual.

A. S. WATSON & CO. LIMITED,

ERATED WATER MANUFACTURERS.

ESTABLISHED 1841.

Hongkong, 13th May, 1901.

[35]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications should be accepted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th May, 1901

We were in hopes that the idea of enrolling Chinese for military service in British coal-mining stations was being re-considered by the War Office. This journal has always consistently opposed the scheme, whether for the mere enrolment of submarine miners attached to the Royal Engineers or for the creation of battalions of Infantry out of Chinese raw material. The Chinese have been a conspicuous failure as Police, and any Administrative Body less pig-headed than the Downing Street authorities would long since have ordered their disbandment, or at least the cessation of their enlistment. As Police the large majority of the *lukongs* have proved hopelessly incompetent, and an enormous percentage are open to bribery and corruption. It is notorious, and has been frequently proved, that the Chinese constables are and have been in the pay of the gambling-house keepers; and it is equally notorious that if there is a row proceeding anywhere the *lukong* is almost without exception conspicuous by his absence. The men of the Chinese Regiment were for the most part faithful to their salt, probably because they could not get better terms from the other side, and because the operations were commenced too suddenly to admit of any serious plans being taken in advance. For them there was little chance of their surrender being accepted by the Boxers, who saw in them betrayers of their country, and the vile mercenaries of the

fan kwai. Had any private of the Chinese Regiment offered to lay down his arms, his surrender would have been quickly followed by his merciless slaughter. Cases of attempted treachery there were, we believe, and some instances of cowardice, but as a body the Chinese Regiment drilled at Wei-haiwei proved faithful. Had circumstances favoured their profitable desertion, it is to be feared they would very quickly have gone over to the enemy with their arms and accoutrements. We can give them little credit for disinterested staunchness; it does not exist in the Chinese. They are troubled by few scruples, and would fight for the best paymaster as a rule.

Quite apart from the question of their fidelity, however, there are many good and cogent reasons why Chinese should not be used by the British Government as mercenaries. In the first place it is immoral to hire them to fight and kill their own countrymen. The facts that the Chinese are a singularly callous race, and that people of one province are virtually strangers to those of another, should not be used as arguments in favour of such a course. They are to some extent arguments in favour of the likelihood of their faithfulness to their employers, but they do not count for much when the question of morality comes in. The fact that the different races of India have been used to keep one another down may perhaps be quoted in favour of the employment of Chinese as soldiers, but if so, it does not apply, for the circumstances are not the same. The people of China are far more homogeneous than the varied races of India. That peninsula was split up into a number of different empires, kingdoms, and states, inhabited by diverse races, professing different and hostile religions, practising, in many cases, very different customs; and some of them had been hereditary foes for generations. It was because the establishment of the British Raj brought peace where once reigned war, rapine, and misery, that the nations of India hailed its advent with satisfaction, and the warlike races were eager to serve under the British banner, both to free themselves from tyranny and to obtain revenge for past injustice. In China none of these conditions obtain. The people of the eighteen provinces yield willing obedience to the throne, somewhat mythical Throne at Peking, and no one race, class, or caste in the Empire has ever had the opportunity of exercising domination over another. There are, therefore, no grievances to be redressed as against the ruling Power; there are no jealousies, no hatred of any special race, not even the Manchus, though latterly a feeling of dissatisfaction with the dynasty has grown up among the friends of Reform in the Empire. This, however, has not been confined to any one province; it is common among all those Chinese who would like to see abuses in the administration put down.

The other arguments against the enrolment of Chinese as soldiers of the King are not far to seek. They are not a martial people and have no stomach for fighting. They could not be relied upon for a moment if the minority of their officers were shot down: they would then become victims of panic, and, as happened in the China-Japanese war, they would tear off their uniforms, throw away their arms, and seek safety in flight. They are naturally slipshod and slovenly, and have a great aversion to discipline of any sort. They cherish the queue, and they dislike any attempt to lick them into shape as a body. They join the service simply for pay or for plunder, and they only regard the career as a temporary one, a stepping-stone to something more lucrative. They are not to be trusted with valuable arms, which, if left long in their charge, would soon become utterly useless. This is the case with all so-called Chinese "braves"; their arms are speedily reduced to inefficiency by rust and the loss of various fittings, which are promptly disposed of to the first hawk, unless, as in the case of the Customs guards, the rifles are not allowed to remain in their custody except when in actual use. The Chinese are not British subjects; very few naturalise or become in any way attached or accustomed to British customs or usages. It is, therefore, inadvisable to raise mercenaries from such material, more especially when there is no lack of recruits within the limits of the British Empire. If the supply of raw material should really fail us, it would be time to look round and consider from what source it would be most prudent to seek mercenaries. Except in case of absolute necessity, however, we would strongly deprecate the engagement of mercenaries of any sort to fight the battles of the Empire. Let the honour and the danger be alike reserved for the sons of that Empire, who are far more likely to fight with enthusiasm, when they find only fellow-subjects of the King-Empress standing shoulder to shoulder with them under the Union Jack. King Edward's army may be compared with some European armies, numerically small, but let it at any rate be composed of the best material procurable.

We call our readers' attention to the fact that Messrs. Kelly and Walsh, of the other column a large number of interesting characters to-day.

The return of visitors to the City Hall Library and Museum last week showed that 379 non-Chinese and 102 Chinese visited the former institution, 138 non-Chinese and 1,863 Chinese the latter.

Owing to the indisposition of Sir John Carrington (Chief Justice), the further hearing of the *Hanchow-Glenville* collision case was adjourned from yesterday until this morning at 10.30, when his Lordship hopes to be able to hear the case.

Apart from plague and small-pox, the cases of communicable disease reported last week were:—Enteric fever, 2 (both Europeans, one in Victoria); and one fatal case of purpuric fever (Chinese). The single case of small-pox was in the Harbour.

During the 48 hours ending at noon yesterday there were reported 36 fresh cases of plague and 36 deaths (all Chinese). The figures for last week were 128 cases and 117 deaths. One fresh Chinese case of small-pox was reported in the 48 hours ending at noon yesterday.

A rumour was current in the colony last evening that the Castle-Union liner *Tantallon Castle*, carrying three hundred passengers, had been wrecked on the way to the Cape, but that no lives were lost. We were unable, however, before going to press, to obtain any confirmation of the rumour.

The B. I. steamer *Umba* embarks at Kowloon Wharf to-day half of the 1st Bengal Lancers, who are returning to India. The remaining half follows as soon as a transport is ready. The R. I. M. steamer *Canning*, which arrived from Rangoon yesterday, embarks the Remount Depot for the North on Thursday.

The following lawn tennis results were arrived at yesterday:—Final Tie, A. Class Handicap—P. A. Cox, over 1/6, beat A. Humphreys, over 2/6 (6-2, 6-4, 6-2, 6-4); Final Tie, B. Class Handicap—P. X. Da Castro, 15-3, beat C. M. G. Burns, scratch (6-0, 7-5, 6-3). To-day will be played the final of the Professional Pairs—P. A. Cox and E. F. Mackay v. F. Maitland and H. W. Slade—and to-morrow the final of the Championship—H. Pinckney v. P. A. Cox.

A correspondent writes to us that yesterday morning near the side entrance of the Central Police Station in Old Bailey he saw the dead body of a Chinese child wrapped up in a mat. A little after 11 a.m. another corpse was deposited in the same place and was still there when our correspondent passed again at one o'clock. A coolie, he says, was sitting by, apparently watching, and on being asked why no report had been made to the police, stated that the police knew. Without attaching undue weight to the words of the coolie, our correspondent asks whether this practice of bringing corpses to the station and leaving them outside the door is countenanced. We cannot at the moment answer our correspondent's question, but the matter seems to call for immediate attention.

Captain H. P. Ainslie, 3rd Madras Light Infantry, was married yesterday at St. John's Cathedral to Miss Amesbury, who arrived in the colony by the last English mail. A guard of honour composed of 150 men of the bridegroom's regiment, under the command of Captain Harris, was drawn up on each side of Battery Path leading to the Cathedral, which was tastefully decorated with plants, and filled by the numerous friends of the bridegroom. The bride was attended by one bridesmaid. The Rev. R. F. Johnson, M.A., officiated, and Mr. G. P. Laumert presided at the organ. A reception was afterwards held in the Hongkong Hotel, and in the afternoon the newly-wedded couple left for Macao by the steamer *Heungshan*. They propose spending their honeymoon in Japan.

A *New Press* telegram from Tientsin on the 6th inst. reports two unfortunate incidents there in the previous day. In the first case, a drunken row occurred in Taku Road, "a place reeking with taverns and beer saloons," and a party of German police came into contact with some intoxicated men. In the disturbances following, the German police killed a Russian naval officer, Captain Telyakovski, by shooting him. The other incident was that a guard of German soldiers, patrolling near a bridge of boats just a little way below the foreign settlement at Tientsin, issued the usual challenge to a tug owned by the Taku Lighter Company, but those on board the tug made no reply to the challenge, probably not understanding what was meant, as a state of war ceased to exist many months ago. The Germans receiving no reply, fired on the tug and wounded two of the crew.

It is with regret that we have to refer to the death of perhaps the oldest resident of this port, says the *Pochoo Echo* in its issue of the 4th instant. Last week we laid to rest Mr. Robert Lowe, a much respected member of the Pagoda Community. He was originally a member of the Imperial Chinese Customs and came to Foochow in 1861 at the opening of the Service. Though, since his retirement, he was resident at Pagoda, he took the warmest interest in all matters of sport and pastime here. His memory will be kept green by his generosity to several of our institutions, to four of which he has left handsome legacies. A bequest to the Race Club takes the form of two cups, to be raced for at two meetings by griffins, locally owned, and if ridden by outsiders to carry a ten pounds penalty. The Native Hospital here and the Cemetery at Pagoda are to receive \$2,000 and \$1,000 respectively and the Recreation ground one-third share of the proceeds of the sale of his household property.

According to a Customs notification published at Shanghai, Amoy has been declared to be infected with plague, and the usual sanitary regulations therefore are put into force for any vessels arriving at Shanghai from Amoy.

The Government of India have granted a loan of twelve lakhs of rupees to the Bikanir State, the resources of which have been severely taxed by the late famine, to enable the Durbar to push on with the construction and completion of the last section of the line in Bikanir, a distance of 88 miles.

Exciting play between Messrs. A. J. Wicks and J. C. Dyer for the final of the Shanghai Golf Club championship ended worthily on the 5th inst., when Mr. Wicks was 1 up, and thus became champion. Previously 36 holes had been played, with the result that the men were all even, and it was decided to play another 9 holes, which resulted as described.

A correspondent writes that he received on Saturday night from a sampan-man the following fine collection of coins in exchange for a five-dollar note:—One 50-zen and three 10-zen pieces, one German 5-pfennig piece, three 20-cent and six 10-cent pieces (all copper), three 10-cent pieces of Chinese provinces not current here. "I wonder," adds our correspondent, "if any of them were given him out of the Typhoon Relief Fund?"

The Hon. Ella Scarlett, home papers state, is acting as assistant to Miss Louise R. Cooke, M.D., who, at the request of the Emperor of Corea, undertook, in 1897, the post of the Physician to the Imperial Household. Since that date the work among the Korean Ladies has grown so largely as to require the services of two doctors. Miss Cooke has worked among the Coreans since 1891, when she acted as doctor to Bishop Corfe's Mission.

We notice in the *Boletim Official* of the 27th April last, issued by the Macao Government, a list of goods manufactured in and about Macao and exhibited by European and Chinese residents of that city, which obtained prizes at the Universal Exhibition of Paris of 1900. The majority of exhibits was sent by Chinese, but we notice among them some products of the Green Island Cement Company's works at Green Island, which obtained "Honourable Mention."

China and her troubles have taken second place in the interests of the American people within the last month or two, writes a correspondent in the United States. It is the general opinion that a great war between two or more of the Powers will begin before long, and it is equally the opinion that the United States will hold aloof and have none of it. In the event of a conflict between Russia and Japan the sympathy of America will go to Japan, for in this country there is much liking for the sturdy little nation of the East. Russia stands for everything that is opposed to American traditions and American institutions. Japan, on the other hand, is regarded as a land of Oriental Yankees. Its "push" and "hustle" most with unqualified admiration. In a conflict between Russia and England Uncle Sam would side, of course, with his kinsmen.

An interesting archaeological find is recorded in the last Burma Administration Report. It was made at Tagaung by Mr. E. C. Swinhoe and Major Nichols, R.A.M.C., in a mound in the neighbourhood of the Shwazigun pagoda. The find consisted of a stone relic-chamber bearing the date 1354 A.D., believed to have been built by Thadominya, founder of Ava, when he was Governor of Tagaung. Inside the chamber were found a number of small images of Buddha, one being of crystal and the rest of brass, besides crystal and gold beads, rings, and bowls of China silver, and brass. A number of native tablets of baked clay bearing Sanskrit legends were also found. The find is considered to be an important one from a historical point of view, as it indicates the ascendancy of Chinese influence so late as the fourteenth century in this part of Burma. The Report adds:—"The 'round crystal bead' is the Chinese button worn on the cap, and is the insignia of local rank. The 'small white China basin' is of exquisite crockery, and is probably the product of the famous kilns of Kweichin in the province of Kweichin."

The United States Consul in Moscow states that of the mineral resources of Siberia gold is by far the most important, and it is the least developed. The production of gold in the Russian Empire is about five million sterling per annum in value, the greater part of which comes from Siberia, about the sources of the Lena and Olekma rivers. It is almost all placer gold, the quartz veins and original deposits, though exposed in many places in the Urals and Siberia, being unworked as in the most inefficient manner. Even in placer-mining the methods are antiquated and costly, and have undergone no improvement in the last 50 years. Men and horses are employed in place of mechanical appliances. One engineer calculates that with wire rope tramways and improved types of sluices, the present production could be increased three-fold. Along the Yenisei, the Onon river in Trans-Baikalia, and elsewhere, gold-bearing quartz exists in large quantities, which would pay if worked with large stamp mills with the accompanying concentration and reduction plant. The transport of machinery to these regions does not present such difficulty as is generally supposed. There are practically no high mountains, and there is a vast network of waterways, which render inland transportation easy and cheap. Goods can now be sent by water from Hull to Krasnoyarsk, on the Siberian Railway, and even as far south as Minsk, close to the Mongolian frontier, with a single transshipment at the mouth of the Yenisei. Labour is cheap and *fossigners* are allowed to take up mining claims, each of about 280 acres.

The Austrian Lloyd's steamer *Giedel* left Moji for this port yesterday. The N. L. steamer *Nürnberg*, from Hamburg, left Singapore for this port on the 11th inst., and may be expected here on or about the 17th inst. The N. Y. K. steamer *Mitsushima* (Bomlay Line) left Singapore for this port on the 11th inst., and is expected to arrive here on the 17th inst. The Imperial German Mail steamer *Prinz Heinrich* left Shanghai on Saturday, the 11th inst., at 1 p.m., and may be expected here this morning. The M. M. steamer *Natal*, with the next outward French mail, left Singapore yesterday, at 11 a.m., for this port via Saigon. The steamer *Brackton* left Singapore for this port on the 9th inst., and may be expected here on the 14th inst. The steamer *Achilles* left Singapore for this port on the 13th inst., and may be expected here on the 18th inst.

The Tientsin Jehieh Shuen hears from the north-western provinces that large numbers of Mongol tribesmen along the North-western borders who have embraced the Mahomedan faith are intriguing with Russian secret agents there, and that already there are indications of intention amongst the tribesmen to renounce their allegiance to the Chinese Emperor. Proofs of this have already been sent to the Government at Hsian, which considers the question to be a very serious one, full of grave consequences to the authority of the Manchu dynasty.

A *Monthly Review* has been finding out, by means of maps and biographical dictionaries, which parts of the British Isles are most productive of men of genius. One interesting fact brought out is that Norfolk leads the list, though whether this pre-eminence is due to the dampings or the bracing air does not transpire. Another point made is that the Irish are particularly apt to introduce a strain of genius when they marry into Saxon families. Why, when a man of genius is half Celt and half Saxon, his Celtic blood should get all the credit for his abilities is not, perhaps, made quite so clear as a logical Saxon would like; but there is no doubt that Irish blood has been associated with brilliant talents in many families of many nations. The Macmahons of France, the Taafes of Austria, and the O'Donnells of Spain are the most conspicuous instances that come to mind; and if these were not enough to build a theory upon, others only less conspicuous could easily be cited.

In the *Times* of the 18th April, 1891, occurs the following:—"Bath, April 10.—The Assizes for this county did not conclude until Monday last, when the awful sentence of death was passed upon the following nine malefactors, and who are left for execution, viz., Samuel Teut and Robert Westcott for leading a mob, and breaking the dwelling-house of Richard Griffey, and stealing 15 loaves; John Tucker, Robert Dow, and Robert Wygod, for house-breaking; George Toot, otherwise Greenslade, for stealing wheat and sheep; Richard Warry, for the same offence; Michael Day, for stealing a cart mare; and Peter Kingston, for stealing two heifers." It will be noted that the *Times* of that date did not shrink from committing the (now) awful grammatical crime of using "and who" for "who."

Subsequent to the stranding of the transport *Suffolk*, which our readers will remember to have occurred on the South African coast, a Court of Inquiry was held at Port Elizabeth to investigate the circumstances of the casualty. This Court, which consisted of a presiding magistrate with a Naval Commander and a Merchant Captain as assessors, suspended the certificate of the Captain of the steamer for six months, and cancelled the master's certificate held by the second officer. The Merchant Service Guild thereupon made representations upon the case, animadverting particularly on the constitution of the Court and the severity of the judgment in regard to the second officer. The Guild is now advised by the Board of Trade that they have made inquiries into the case, and are advised that there was an informality in the proceedings of the Court, and that "in these circumstances the Board of Trade do not propose to take any steps to compel the officers whose certificates were dealt with to surrender them."

LANDSLIP AT QUARRY BAY.

The heavy rains of the past five or six days are mainly the cause of a landslip which occurred late on Thursday night at Suichingwan. At that place Messrs. Butterfield and Swire have a great number of coolies employed in excavation work connected with the proposed new dock there. The hillside where the slip took place was consequently in a disturbed state, and it only required a thorough soaking with rain to loosen completely the great mass of material and precipitate it into the roadway beneath. Huge boulders, each weighing about 250 tons, and a mass of earth estimated to weigh somewhere about 1,000 tons, slipped down the hillside for a distance of one hundred yards or so, and completely blocked the public road. As a result, the contractor, Chan A. King, has had to make a temporary roadway along the beach for passengers and vehicles, and has also engaged a launch for the use of Europeans going round from Quarry Bay to Suichingwan, and vice versa. It is a fortunate thing that the landslip occurred during the night when work had ceased and the neighbourhood was deserted. Had it taken place in the daytime, when the vicinity would have been crowded with coolies and the roadway possibly occupied by passengers, it is certain that serious loss of life would have resulted. As it happens, however, no one is believed to have been injured, and beyond the blocking of the roadway, no damage has been done. The excavations appear to have been greatly furthered by the slip.

From enquiries made yesterday we learn that the road has been almost cleared of the debris.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's steamer *Giedel* left Moji for this port yesterday. The N. L. steamer *Nürnberg*, from Hamburg, left Singapore for this port on the 11th inst., and may be expected here on or about the 17th inst. The N. Y. K. steamer *Mitsushima* (Bomlay Line) left Singapore for this port on the 11th inst., and is expected to arrive here on the 17th inst. The Imperial German Mail steamer *Prinz Heinrich* left Shanghai on Saturday, the 11th inst., at 1 p.m., and may be expected here this morning. The M. M. steamer *Natal*, with the next outward French mail, left Singapore yesterday, at 11 a.m., for this port via Saigon. The steamer *Brackton* left Singapore for this port on the 9th inst., and may be expected here on the 14th inst. The steamer *Achilles* left Singapore for this port on the 13th inst., and may be expected here on the 18th inst.

TELEGRAMS. "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.] THE CRISIS IN CHINA. SHANGHAI, 13th May, 8.25 p.m.

CHINA'S OFFER—PROPOSAL AS TO PAYMENT. The Chinese offer to pay 450,000,000 taels in thirty equal annual payments, including 10,000,000 from Salt revenue, 2,000,000 from native Customs, and 2,000,000 from *tekin*. They also ask for an increased Tariff.

OFFICIAL NEWS OF THE COURT. The local mandarins learn officially that the Imperial Court arrives at Kaifengfu next month.

REUTER'S SERVICE. LONDON, 11th May. MORE CAPTURES IN SOUTH AFRICA.

The Bushveldt operations have resulted in the capture and surrender of 1,500 armed belligerents.

PARLIAMENT. Lords Spencer, Goschen, Northbrook, and Ripon criticised the proposal for the transference of coaling-stations to the Navy. Earl Selbourne replying, said the question was still under examination.

The House of Commons has rejected a motion by Mr. Dillon to adjourn owing to the seizure of the newspaper *Irish People* for defaming the King.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

THE ECLIPSE IN CHINESE ALMANACS.

TO THE EDITOR OF THE "DAILY PRESS." May 12th.

SIR,—In connection with the partial eclipse of the sun, which will be visible in the colony, weather permitting, next Saturday afternoon, May 18th, between one and three o'clock, it is interesting to observe the phases of this and other eclipses of the year, as given in the popular almanacs of Canton. There are many inaccuracies to be sure, besides the numerous misprints with which such books usually abound; and yet there is a general exactness and an agreement among them, which manifests their common origin from some competent astronomical source. They must all be taken from the official imperial almanac, of which, I believe, there is an edition for each province.

The most glaring inaccuracy is that of these almanacs which took last year for a leap-year; they are out by just a day in all their predictions. This error, however, is not in the source; it goes back only to the local savants who draw up the concordance between the calendar. Other inaccuracies are not so easily accounted for. They say, for instance, that the greatest phase of next Saturday's eclipse will occur at 2 h. and 14 min., which is at least a quarter of an hour out, if the capital be taken as the point of observation. If such an error be in the imperial almanac, it may perhaps be sufficiently accounted for, partly by the imperfection of eclipse tables at the time the calendar was drawn up, and partly by the inexactness of assigned geographical positions at that time. If such be the case, it were time that the calendar be revised. But that is a matter which will more easily admit of delay than some others, just at present.

The imperial calendar referred to is the "Kang-hsi Perennial Calendar," published in 1678 by Ferdinand Verbiest, the well known missionary, who constructed the splendid instruments of the old observatory on the wall. The calendar fills thirty-two volumes—Chinese volumes. It covers 397 years, from 1624 to 2020, and goes into detail, giving, for instance, the time of sunset and sunrise for the provincial capitals and principal cities. Thus compilers of local almanacs have at hand detailed information for notices of eclipses. For the eclipses of the 11th November next, for instance, the magnitude of the eclipse is given, the time of first contact, of greatest phase, and the magnitude of the eclipse at sunset, when the sun goes down still partly obscured. The almanacs, however, are a little arbitrary and not very conscientious in their use of the data thus supplied them. One of them for this year quite ignores the eclipses of next November, apparently to make room for the vastly more important announcement, printed in large letters, that the day is favourable for having recourse to medical treatment.

SAM-PA-TSAL.

Charles Dawson, the ex-billiard champion, had the following experience:—He was playing in a match in the North of England, where the company usually includes some fine players among the working classes. One evening Dawson was in the midst of a very fine break, and he was rather irritated by a plobian admirer who kept nominating his shots in advance. "Now then, score, back for the cannon, pot the red, cannon, cannon, pot the red, cannon, that's it!" This sort of thing went on for some time, until Dawson, irritated as to whether he should make a winning or a losing hazard off the red in one of the top pockets, yelled the enthusiastic:—"Go on, shoot the red!" Whereupon another man in the gallery shouted up:—"Shut up! Let him play his own game." Dawson appreciated this remark which silenced the loquacious nuisance. But there are some laymen who could teach the Lord Chancellor law.

NEW ADVERTISEMENTS

NOTICE

THE MEMBERS of the HONGKONG CRICKET CLUB will be at HOME TO-MORROW (WEDNESDAY), the 15th May, at 3.30 p.m., when the Final Test of the Professional Pairs will be played. After the conclusion of the Match, Mr. STANDISH kindly offered to present the Prizes for the Tournament. A Band will play during the Afternoon. Hongkong, 14th May, 1901. [1241]

TO LET

THE EYRIE, at PEAK, FURNISHED. Ten to Twelve Degrees Cooler than Lower Levels. For Particulars, apply to— R. C. WILCOX, Hongkong, 14th May, 1901. [1240]

TO LET

A FURNISHED ROOM, with BOARD, suitable for a Gentleman, in a good Locality (Central). Apply by letter to— B. H., Care of Office of this Paper. Hongkong, 14th May, 1901. [1244]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, opposite the City Hall, on

THURSDAY NEXT, the 16th instant, at 3 p.m., TWENTY-TWO HORSES, belonging to the 1st BENGAL LANCERS. Further particulars may be had on application to—

HUGHES & HOUGH, Auctioneers to the Government. Hongkong, 14th May, 1901. [1243]

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND, by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 20th day of May, 1901, at 3 p.m., are published for general information. By Command, T. SECOMBE SMITH, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 4th May, 1901. [1242]

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 20th day of May, 1901, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Macdonnell Road, in the Colony of Hongkong, for a term of 75 years, commencing from the 19th day of January, 1899.

PARTICULARS OF THE LOT.

No. of Lot	Area	Boundary Measurements	Containing	Annual Rent	Upset Price
1	1/2 Acre	N. 1/2 Sec. 1, T. 1, R. 1, S. 1, E. 1, W. 1, N. 1/2 Sec. 2, T. 1, R. 1, S. 1, E. 1, W. 1	1/2 Acre	2,500	473

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LYEEMOON," Captain Th. Lehmann, will be despatched for the above port on THURSDAY, the 16th inst., at 5 p.m.

This steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSEN & CO., Agents. Hongkong, 13th May, 1901. [1239]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"NATAL," Captain Bonis, will be despatched for the above ports on or about MONDAY, the 20th instant. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 14th May, 1901. [1242]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA"

FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside the Vessel. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. DODWELL & CO., LD. Agents. Hongkong, 13th May, 1901. [11]

A ON & CO.,

PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements. 39A, TOP FLOOR, QUEEN'S ROAD CENTRAL. Opposite to Chas. J. Gaupp & Co. Hongkong, 20th March, 1901. [797]

CARBOLINUM-AMERIKANIS.

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness. Sole Agents for China, LUTGENS-EINSTEIN & CO., Hongkong, 31st August, 1897. [1872]

AUCTIONS

PUBLIC AUCTION.

NOTICE IS HEREBY GIVEN of the proposed Sale by Public Auction, for and on Account of the Concerned, at the Sales Rooms of Messrs. HUGHES & HOUGH, Hongkong, on

WEDNESDAY,

the 22nd May instant, at 12 o'clock Noon, of the

British Steamer "SOBRAON,"

7,382 Tons Gross, 4,411 Tons Nett, as she now lies on the TUNG YING ISLAND (recently stranded).

The steamer with her GEAR, TACKLE, ENGINES, BOILERS, MACHINERY, and APPURTENANCES now on Board, and about 1,200 Tons of COAL in her Bunkers will be put up in ONE LOT.

That portion of her CARGO remaining on Board, and consisting of about

125 Bales SKINS,

180 Cases BRISTLES,

250 Bales STRAWBRAID,

60 HIDES,

50 Packages WAX,

50 FEATHERS,

170 " JUTE,

200 " GALLNUTS,

100 " COTTON,

100 " MERCHANDISE (Various),

all, more or less, in a SECOND LOT, and ONE BOILER, sent from Shanghai for Salvage Purposes, and now on the Steamer's Deck, in a THIRD LOT.

Terms:—Cash on the fall of the hammer, when the steamer, the Cargo remaining on Board, and the Boiler last mentioned, will be at the Risk of the RESPECTIVE PURCHASERS.

H. A. RITCHIE, Superintendent, P. & O. S. N. Co., Auctioneers.

HUGHES & HOUGH, Hongkong, 13th May, 1901. [1233]

NOTICE

TO all whom it may concern, NOTICE IS HEREBY GIVEN that the Cargo remaining on Board the P. & O. S. N. Co's Steamer "SOBRAON," recently stranded on TUNG YING ISLAND, and consisting of about

125 Bales SKINS,

180 Cases BRISTLES,

250 Bales STRAWBRAID,

60 HIDES,

50 Packages WAX,

50 FEATHERS,

170 " JUTE,

200 " GALLNUTS,

100 " COTTON,

100 " MERCHANDISE (Various),

will be Sold by Public Auction in ONE LOT at the Sales Rooms of Messrs. HUGHES & HOUGH, Hongkong, on WEDNESDAY, the 22nd May instant, at 12 o'clock Noon.

H. A. RITCHIE, Superintendent, P. & O. S. N. Co., Auctioneers.

Hongkong, 13th May, 1901. [1234]

PUBLIC AUCTION.

THE Undersigned have been instructed to Sell by Public Auction, under Bill of Sale, on

THURSDAY,

the 23rd May (instead of as previously advertised).

Off the Yaumatei Police Station, where she now lies, the

PASSENGER STEAM LAUNCH

"NAM CHOW,"

Built in 1899.

For further Particulars, Terms and Conditions of Sale, apply to—

HUGHES & HOUGH, Auctioneers.

Hongkong, 30th April, 1901. [1140]

OLD IRON.—A Gentleman who thoroughly understands the Old Iron trade in England having been constantly engaged in same for about 18 years, shipping to China, through the various London and other Merchants, can command the control of large Parcels, of all descriptions, is open for an ENGAGEMENT, either to act in England or otherwise, for a responsible House. Highest references. Good Salary required. Address in first instance—F 44, c/o R. J. BARRITT, 10, Old Broad Street, London, England. [1885]

CANDIDATES FOR POLICE IN NAVAL YARD REQUIRED.

Must be of Good Character and British Birth, between 25 and 35 years of age. Apply with Papers to—

COMMANDER, H. M. Naval Yard, Hongkong, 25th April, 1901. [1106]

NOTICE

FIRST MATE WANTED for the British Barque "PRESIDENT."

APPLY ON BOARD. Hongkong, 13th May, 1901. [1236]

ASSISTANT WANTED by the ROBINSON PIANO CO., LTD.

Apply—13, QUEEN'S ROAD. Hongkong, 8th May, 1901. [1204]

CLERK WANTED.

WANTED a CLERK, with Knowledge of Accounts. Apply by letter to— M. F., Care of Office of this Paper. Hongkong, 11th May, 1901. [1222]

NOTICE

TO LEND upon

\$45,000 FIRST CLASS

MORTGAGE SECURITY in large or small

Amounts. Apply—

J. J. FRANCIS, 4, Des Voeux Road. Hongkong, 13th May, 1901. [1235]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS, No. 11, LES YUEN STREET, EAST. Hongkong, 25th July, 1900. [207]

NOTICE

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of Messrs. GIBB, LIVINGSTON & CO., Agents. Hongkong, 14th February, 1901. [508]

TO LET

TO LET.

POSSESSION APRIL 1ST.

NO. 1, STEWART TERRACE.

Apply to— J. W. NOBLE, Hongkong, 6th March, 1901. [681]

TO LET

WITH IMMEDIATE POSSESSION.

NO. 2, SEYMOUR ROAD.

Apply to— S. B., Care of Daily Press Office. Hongkong, 14th March, 1901. [740]

TO LET

HOUSE at MOUNT KELLETT SPUR, now in occupation of H. MATTHEWSON, Esq.

Apply to— LINSTED & DAVIS, Hongkong, 27th March, 1901. [878]

TO LET

A VERY spacious and well-ventilated EUROPEAN HOUSE with a GARDEN and TENNIS LAWN. No. 37, ROBINSON ROAD, known as "FERNSIDE," containing 6 Rooms, Bath Room and Out-houses. Possession from 1st June, 1901.

Apply to— TAM TSE KONG, 42, Bonham Strand West. Hongkong, 13th April, 1901. [1006]

TO LET

Two SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing Sea, and situated at BELCHER'S BAY on A. Lot 243.

Apply to— JOSEPH & CO., 1, Duddell Street. Hongkong, 29th March, 1901. [805]

TO LET

"RAVENSHILL EAST."

Apply to— DEACON & HASTINGS, Hongkong, 24th April, 1901. [1895]

OFFICES TO LET

2ND FLOORS of Nos. 62A and 64, and GROUND FLOOR No. 68, QUEEN'S ROAD CENTRAL.

Apply to— ON CHAI & CO., 2nd Floor No. 52, Gage Street. Hongkong, 16th January, 1901. [234]

TO LET

NOS. 2 & 3, RICHMOND TERRACE—Immediate Possession.

Apply to— LAU CHU PAK, Care of A. S. Watson & Co., Ltd. Hongkong, 2nd April, 1901. [612]

TO LET

"RICHMOND HOUSE," 11, ROBINSON ROAD. Possession from May 1st.

Apply to— L. T. M., Care of Office of this Paper. Hongkong, 22nd April, 1901. [1079]

TO LET

A HOUSE in RYON TERRACE.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd May, 1901. [68]

TO LET

TWO very spacious and well-ventilated TWO-STORIED EUROPEAN RESIDENCES with GARDENS and TENNIS LAWNS, each containing 6 Rooms, Bath-rooms and Out-houses, in MACDONNELL ROAD, on Island Lot No. 1,509.

Apply to— TANG LAP TING, No. 18, Queen Street, Hongkong, or to MOK MAN CHEUNG, Butterfield & Swire. Hongkong, 19th March, 1901. [1063]

TO LET

GODOWN in DUDDELL STREET from 1st June.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st May, 1901. [1148]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 21, CAINE STREET. Hongkong, 20th September, 1900. [349]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mr. MATHER, 2, Pedder's Hill. Hongkong, 1st January, 1892. *

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY, "VERITAS," BEACH ROAD WEST, FELIXSTOWE, SUFFOLK, ENGLAND. Hongkong, 26th August, 1900. [73]

WING CHEONG,

JEWELLERS, PEARLS, DIAMONDS, CUBIC, JADESTONE ORNAMENTS, BRONZES and CARVED IVORY WARE, FINE SILKS and GRASSCLOTHS. General Exporters of ANISEED and CASSIA OILS, &c., &c., Stock always on Hand. AN INSPECTION IS RESPECTFULLY SOLICITED. Note.—We beg to announce that we also buy all kinds of Curios at Moderate Prices. 1 & 3, D'ARVILLE STREET (Beside Hongkong Dispensary). Hongkong, 18th April, 1901. [1456]

NOTICE OF FIRM

NOTICE

THE undersigned, hitherto known as ELLIS KELLY, whose my Hebrew name is ELLIS KADOORIE, have This Day assumed this name and shall hereafter be known as ELLIS KADOORIE. ELLIS KADOORIE, Hongkong, 16th May, 1901. [1225]

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

Hongkong, 29th May, 1895. SIEMSEN & CO. [31]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1907. [184]

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent. Hongkong, 1st August, 1900. [2704]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1834).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEBLAIRE & CO. Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO. Hongkong, 2nd April, 1900. [33]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899, £14,409,089.

I. AUTHORIZED CAPITAL... £23,000,000 0 0

SUBSCRIBED CAPITAL... £2,750,000 0 0

PAID-UP CAPITAL... £87,500 0 0

II. FUND FUNDS... £7,311,151 13 7

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 22nd June, 1900. [1872]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 16th November, 1872. [99]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1851.

CAPITAL... £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents. Hongkong, 18th May, 1900. [4413]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. The Best Nitro-Powder in the World.

PRICE OF 12-BORE CARTRIDGES—Loaded with With Powder Powder only, and 1 oz of Shot.

Primrose Cases... \$5.65

Pegamoid Cases... 6.25

Ejector Brass Cases... 6.90

5 per cent. discount on orders of 1,000 and over.

Apply to Wm. SCHMIDT & CO., Gunmakers, Hongkong. Hongkong, 27th July, 1897. [189]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEY. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible. GIBB, LIVINGSTON & CO., Agents. Hongkong, 26th January, 1901. [339]

BANKS.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.

SUBSCRIBED CAPITAL Shanghai 10,000,000 PAID-UP CAPITAL... 2,500,

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aeri-
ated Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories,
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Lee House Street.

NEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MURRAY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs, No. 34, Queen's
Road Central.

H. YERA.
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

MOORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Consignation ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Consignation.

TAILORS

R. HAUGHTON & CO.
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. BABY BURJOR, "Los Filipinos."
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

QUAN WAH & CO.
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [104]

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901. [50]

POHOOMULL BROTHERS.
57 & 59, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.
Have for Sale,
INDIAN, Chinese and Japanese Silk Goods
for Ladies and Gentlemen, and other Articles,
Oriental Embroidered Rugs and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood
and Tortoiseshell Wares, Curiosities and Fancy
Goods.

INTERSECTION IS SOLICITED.
Hongkong, 8th November, 1900. [37]

AMERICAN MACHINERY

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish Pumps, &c., on STEAM ENGINES,
GAS and OIL ENGINES, BOILERS,
PUMPS, LAJES, DRILL PRESSES,
PLANES, PNEUMATIC GOODS, WOOD
WORKING MACHINERY, SAW MILLS, MACH-
INISTS' SMALL TOOLS, BUILDERS'
HARDWARE, &c.
Made in America (U.S.A.).
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.

REUTER, BROCKELMANN & CO.,
Hongkong, 3rd December, 1900. [125]

OUR WASHINGTON LETTER.

[FROM OUR CORRESPONDENT.]

Washington, 8th April.

WHAT TO DO WITH AGUINALDO.

Aguinaldo has been captured and Funston
has been made a brigadier for capturing him,
and now the people of the United States are
passing sleepless nights in their endeavour to
hit upon some rational method of disposing
of their prisoner. Before this letter completes
its long journey, in all probability, the problem
will have been solved, but in the meanwhile it
is giving much trouble to those who will be
compelled to solve it. A few hours after the
news of the Filipino leader's downfall reached
Washington, one of the local newspaper men
asked the Secretary of the Navy if the govern-
ment had decided upon his punishment.

"At present," said Mr. Long with a twinkle
in his eye, "it is the consensus of opinion in
the Cabinet that we should lay him over our
knee and spank him."

"We can't hang him," said another high
official, "because if we did the ultra-religious
class would suffer from a wholesale stroke of
apoplexy, and besides it would give the anti-
imperialist cranks a good basis upon which to
hang their cry that the United States is be-
coming a nation of savages. We can't bring
him to the States, for that would give the same
cranks too welcome an opportunity to gush
over him and make a hero of him. We can't
well deport him to Guam, because that would
lead his followers to regard him as a martyr.
And we can't release him, for if we did, the
work of Funston would go for nothing. It is
also useless to permit him to take the oath of
loyalty, for he has already shown that he is a
conscienceless liar and rascal. Therefore we
are like the man who bought an elephant and
then ruined himself in buying hay to appease
his giant pet's appetite."

McKINLEY'S TOUR.

Toward the end of the present month, Pres-
ident McKinley will leave Washington for a
grand tour of the United States, and before this
letter is printed he will have covered the greater
part of his journey. It is not as a politician or
as a candidate for re-election that the president
intends to make his trip. By the unwritten
constitution of the country he is debarred from
serving a third term in office, and by the turn
of the political wheel he has been approved and
applauded by the people in a manner which makes
it unnecessary for him to seek their good graces.
Therefore he will travel as a sight-seer only, and
his itinerary, having been mapped with this end
in view, includes all of the points of interest in
the west and the south. While he feasts his eyes
upon the beauties of nature and art in these
regions, the admiring populace will be given an
opportunity to feast its eyes upon him. Thus all
parties will be satisfied. Though two Presidents
of the United States have died at the hands
of assassins, no extra precautions will be taken to
insure Mr. McKinley's safety. He will travel
in a train but little better in comforts than the
ordinary trans-continental expresses, and will
stop at hotels which extend a welcome to all.
No armed guards will surround him, and no
disciples of Sherlock Holmes will lurk in his
vicinity. Should any anarchists make an
attack upon him the surrounding multitude
of patriotic Americans will see to it that
he is well protected and the said anarchists
well lynched.

ADAM, CHINAMAN.

Professor James E. Burton, of Cornell Uni-
versity, has appalled a gaping public by
declaring that he has discovered that Adam was
a Chinaman. For four years the professor has
spent his days and a good part of his nights in
pursuing the fascinating science of genealogy.
Having mastered all that he could learn in his
native land, he departed a year or two ago for
Egypt, where he pored industriously over ten
thousand tomes of forgotten lore. On page
999 of the 99th volume of the 9,999th book, it
is said, he found convincing evidence that Adam
and Eve were slant-eyed and brunette. Reason-
ing backward and forward he concluded that
they must have been parents of the Boxers and
even now the people of the United States are
marvelling greatly. In this land of the free
practically every Chinaman is a washer of
shirts and other more delicate garments by
occupation. As such work is not looked upon
with favour by the highest families, Prof.
Burton's "discovery" has caused much con-
sternation. For years the American people
have believed that their first father was an
Egyptian farmer. Now that they learn that
he was probably either a Canton river pirate or
a washerwoman their woe hangs heavy upon them.

AMERICAN TRADE SUPREMACY.

From all parts of the world comes and
acknowledgment that the trade of the United
States is beginning to eclipse the commerce
of European nations, and from Maine to
California the newspapers are gorged with
exultant statistics and wild prophecies for
the future. Last year, for the first time in
the history of the world, the United States led
in exports. Next year, if the present tide does
not change, it will leave all other countries far
in the rear. In Germany and England this
rise of the western republic has been felt
especially, because the growth of American
trade has been due to the growth of American
manufactures. Ten years ago our manufactures
made up less than 20 per cent. of our exports.
Last year they accounted for more than
30 per cent. How this advance is viewed
across the seas is well shown by the following
extract from a leading article in a German
commercial paper of the first rank:—
"Does not this increase in the value of Ameri-
can industrial exports constitute an imminent
danger to all competing nations?"
"The steel manufactures of the United
States, which two decades ago were in their
infancy, to-day control the markets of the
world, dictate either directly or indirectly the

prices of iron and steel in all countries, and
partly through the richness of their supply of
ores and coal, partly by the use of labour-
saving machinery and skillful, effective means
of transportation, have attained a position not
only to compete with the old and experienced
foreign manufacturers, but even profitably to
export their products to England.

The type-writing machine with which this
article is written, as well as the thousands—
nay, hundreds of thousands—of others in use
throughout the world, were made in America.
It stands on an American table, in an office
furnished with American desks, bookcases and
chairs, which cannot be made in Europe of
equal quality, so practical and convenient, for
a similar price. The list of such articles,
apparently unimportant in themselves, but in
their aggregate number and value of the
highest significance, could be extended indefi-
nitely.

All of which, though involved as to syntax,
is very pleasant reading to the American mor-
chant.

THE STATES AND THEIR COLONIES.

Before long, in all probability, the United
States will take its rank among the imperialistic
empires of the world by establishing a govern-
mental department of the colonies. At present
they are administered by the army under the
direction of the Secretary of War. But on the 1st
July, the President intends to establish a civil
government in the Philippines, and then it will
be necessary to make other arrangements. The
islands cannot remain in the care of the War
Secretary because his authority is only military;
they cannot fall to the mercies of the Secretary
of State because they are not foreign territory;
and for obvious reasons neither the Secretaries
of the Navy, Agriculture, the Interior, or the
Treasury, or the Attorney-General or Post-
master-General can be given command of their
affairs. The present Insular Bureau is a sub-
department of the War Department. It is
likely that the problem will be solved provi-
sionally by the appointment of a High Com-
missioner under direct control of the President.
Later it is certain that the Cabinet will be
increased in numbers by the addition of a
Secretary of the Colonies. This will be a bit-
ter pill for the anti-imperialists to swallow,
but as they must, and that before many
moons have come and gone.

THE ANTI-IMPERIALISTS.

Speaking of the anti-imperialists recalls the
fact that Aguinaldo's inglorious haste in taking
the oath of allegiance has damped their spirits
wonderfully. Since the beginning of the war
they loudly declared that he was "the Filipino
Washington." But now they are silent, for it
is very apparent that he is making strenuous
efforts to secure a soft berth in the service of
Uncle Sam. The majority of the American
people, by the same token, have become fixed
in their belief that "Aggy" is rather more of
an adventurer than a patriot. Had it been
proposed to hang him, the general public would
have opposed him on the ground that he is
undeserving of the honor of a rebel's death.

THE CUP DEFENDER.

Constitution is the name that has been selected
for the yacht being built by the Herreshoffs to
defend the America's Cup against Sir Thomas
Lipton's *Shamrock II*. It is a name which
causes every American to glow with enthusiasm,
for it was borne by the grand old ship that so
greatly helped the young Republic in its famous
fracas with John Bull. Work upon the new—
and peaceful—Constitution is progressing
rapidly, and before long she will be ready for
the fray.

THE HONGKONG STEAM WATER

BOAT COMPANY, LIMITED.

THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
boilers.
Call Flag W.

J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 18th December, 1900. [3133]

A. LING & CO.,
FURNITURE STORE.

PLATED GLASS & CROCKERY WARE.
Also POOCHOW LAQUERED WARE.
FURNITURE ON HIRE.
13, BEACONSFIELD ARCADE.
Hongkong, 1st May, 1901. [114]

DAVID COESAR & SON'S
MERCHANT NAVY

NAVY BOILED
LONG FLAK
KELLY CROWN
TARBAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.
31901
FOR SALE.

ONE SECOND-HAND

HOE NEWSPAPER.

PRINTING

MACHINE.

PRINTING A SHEET 27 BY 40

INCHES.

THIS Machine is in good condition, and

is being sold, as it has been replaced with a

Larger and Quicker Machine.

Apply—
MANAGER,
Hongkong Daily Press Office.
Hongkong, 1st April, 1901. [815]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN THAT THE

SIXTEENTH ANNUAL ORDINARY
GENERAL MEETING of the Company
(since its registration), will be held in the
Board Room, at the Hongkong Dispensary, on
WEDNESDAY, the 22nd instant, at Twelve
o'clock Noon, for the purpose of receiving
the Report of the General Managers, together
with a Statement of Accounts to the 31st
December, 1900.

The REGISTER of SHARES will be
CLOSED on THURSDAY, the 16th inst.,
until SATURDAY, the 25th instant, both
days inclusive, during which period no Transfer
of Shares will be registered.

By Order,

A. H. MANCELL,
Secretary. [1206]

Hongkong, 8th May, 1901.

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per
Cent. upon Contributions for the year
1900, has been declared.
Warrants will be issued on the 1st May.
By Order of the Board,
W. J. SAUNDERS,
Secretary. [1062]

Hongkong, 10th April, 1901.

THE YANGTZE INSURANCE

ASSOCIATION, LD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the rate of Twenty
per Cent. being Twelve Dollars per
Share, on the Paid-up Capital of the above
Association, has been declared payable in
Tokens at Exchange 73 at the Chartered Bank
of India, Australia and China or the Hong-
kong and Shanghai Corporation, Shanghai, on
and after this date to Shareholders of record
on the 15th April, 1901.

By Order of the Board of Directors,

W. S. JACKSON,
Secretary. [1160]

Shanghai, 24th April, 1901.

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT THE

following:—

No.	Shares.	Numbered.	In the name of
1	51	39	Anthony Babington, Esq.
2	1	61-70	Do.
3	10	71-80	Do.
4	10	81-90	Do.
5	10	151-160	Cecily Evans, Esq.
6	10	161-170	Do.
7	9	182-190	Fung Shi San, Esq.
8	10	191-200	Do.
9	10	201-210	Do.
10	10	246-255	A. G. G. Gordon, Esq.
11	10	311-320	Eleazar Silas Kelly, Esq.
12	10	321-330	Do.
13	10	331-340	Do.
14	10	341-350	Do.
15	10	351-360	Do.

with Transfer Deeds Attached having been

LOST, New Certificates for the same will be

issued one month from the date hereof, and the

Original Certificates will be considered by the

Company as null and void, and all persons are

hereby warned against accepting or negotiating

same.

SHEWAN, TOMES & CO.,
General Managers. [1202]

Hongkong, 7th May, 1901.

PERSEVERANCE LODGE OF HONG-

KONG, No. 1, 165.

A REGULAR MEETING of the above

LODGE will be held at the FREE-

MASONS' HALL, Zealand Street, on THURS-

DAY, the 16th instant, at 8.30 for 9 P.M.

precisely.

Visiting Brethren are cordially invited to

attend.

Hongkong, 11th May, 1901. [1223]

C. LAZARUS & CO.,

60 & 61, BENTINCK STREET,
CALCUTTA.

Telegraphic Address: A.B.C. Code.

"MAHOGANY" Calcutta. 4th Edition used.

THE STANDARD

INDIAN BILLIARD TABLE.

Manufactured throughout in Calcutta and

guaranteed to stand the tropical

climate.

PRICE, complete, with accessories for Billiard.

Rs. 1,450, packed.

SPECIAL ADVANTAGE—

We take all RISKS against Breakage.

Send for our latest PRICE LIST

To Hongkong Daily Press Office. [2123-2]

FROM

PORTSMOUTH

TO

PEKING

VIA

LADYSMITH

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

CONTENTS:—

From England to the Cape, and Crossing the

Line—The Naval Brigade in South Africa

(Boer War, 1899-1900)—On to the Front

(Colenso)—Spion Kop—Vaal Krantz—

Final Operations and Relief of Ladysmith—

From the Cape to China—Naval Brigade

in North China with the Allied Forces—

To the Relief of Peking—Summary of

Siege—Appendix.

On Sale at

"DAILY PRESS" OFFICE, LOCAL BOOK-

SELLERS, SOLDIERS' CLUB, SOLDIERS'

and SAILORS' HOME, ROYAL

NAVAL CANTERS.

Price \$1 per Copy Paper Covers; \$1.50 in

Boards.
Hongkong, 18th March, 1901. [782]

NOW READY.

THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.
Not only is the Directory as full and complete in each case as it can be made, but each Colony
Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with
the place, their History, Topography, &c., &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed
with facts concisely set out, and containing statistics of the TRADE of each Country and
Port, would alone suffice to fill a large volume.

FOR SALE.

FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.
SAFES
CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.
FOR PARTICULARS, APPLY TO—
HOTZ, S'JACOB & CO.
[313]

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,

may be consulted for SPECTACLES at

16, Queen's Road Central.

(R. HOUGHTON & Co.)

(Nearly opposite the Hongkong Hotel).

Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases

affecting those advancing in life occur to

those having some deficiency in the construction

of the eyes—the many years of "Eye Strain,"

ending in serious forms of disease. Glasses

specially adapted in youth to those requiring

them save and preserve the sight.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call.	ANTENOR	Brit. str.	—	S. Barclay	BUTTERFIELD & SWIRE	To-day
LONDON	BENGAL	Brit. str.	—	—	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON	CALHOUN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	DARWIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June.
BREMEN, via Ports of Call.	MACHAO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th June.
MARSEILLES, LONDON & ANTWERP, V. S. POB, &c.	PRINZ HEINRICH	Ger. str.	—	R. Haintz	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLES & LONDON	CANTON	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst. at Daylight.
MARSEILLES, &c. via Ports of Call.	INDUS	Brit. str.	—	—	P. & O. S. N. Co.	On or about 16th inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	—	Wagner	MELCHERS & CO.	On 20th inst. at 1 p.m.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 21st inst.
NEW YORK via Ports & SUEZ CANAL	WITENBURG	Ger. str.	—	Mossa	HAMBURG-AMERIKA LINIE	On 21st inst.
NEW YORK via Ports & SUEZ CANAL	GISELA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th June.
YANCOOVER, via MOJI, &c.	AFRIDI	Brit. str.	—	H. Hybus, R.N.R.	SANDER, WIELE & CO.	On 18th inst. P.M.
VICTORIA, B.C. & Tacoma via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. Mowatt, R.N.R.	DODWELL & CO. LIMITED	To-morrow.
PORTLAND (OR.)	ATHENIAN	Brit. str.	—	A. Dixon	CANADIAN PACIFIC R. CO.	On or about 1st June.
SAN FRANCISCO via AMOY, &c.	TACOMA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 17th inst.
SAN FRANCISCO via SHANGHAI, &c.	KNIGHT COMPANION	Brit. str.	—	—	DOUGLAS LAFRAIK & CO.	On 17th inst.
SAN DIEGO, &c. via MOJI, &c.	CHINA	Brit. str.	—	—	DOUGLAS LAFRAIK & CO.	On 25th inst. at Noon.
AUSTRALIAN PORTS	HONGKONG MARU	Jap. str.	—	—	TOTO KISEN KAISHA	To-morrow, at 4 p.m.
YOKOHAMA & KOBÉ	CARLISLE CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
NAGASAKI, KOBÉ & YOKOHAMA	KASUGA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day.
MOJI, KOBÉ & YOKOHAMA	CHANGSHA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
SHANGHAI	WAKABA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
SHANGHAI	ROSETTA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst. at Noon.
SHANGHAI	MIKE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst. at 5 p.m.
SHANGHAI	LYEEMOON	Ger. str.	—	—	SIEMSEN & CO.	On 17th inst. P.M.
SHANGHAI	MELBOMENE	Brit. str.	—	—	SANDER, WIELE & CO.	On or about 20th inst.
SHANGHAI	PARAMATTA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI	JAVA	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
SHANGHAI & JAPAN	HAMBURG	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst.
SHANGHAI, NAGASAKI, HOGO & YOKOHAMA	WOOSUNG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
AMOY & SHANGHAI	WUHU	Brit. str.	—	—	MIYOSU BUNSEN KAISHA	On 22nd inst. at Daylight.
FOOCHOW	ANPING MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & CO.	To-day, at 10 A.M.
FOOCHOW via SWATOW & AMOY	HAITAN	Brit. str.	—	—	MIYOSU BUNSEN KAISHA	On 26th inst.
SWATOW, AMOY & FOOCHOW	AKASHI MARU	Jap. str.	—	—	MIYOSU BUNSEN KAISHA	On 16th inst. at 4 p.m.
SWATOW, AMOY & TAIWANFOO	MAIDZU MARU	Jap. str.	—	—	JARDINE, MATHESON & CO.	On 14th inst. at 5 p.m.
TAMSU via SWATOW & AMOY	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
MANILA	DIAMANTE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
MANILA	SUNGKANG	Brit. str.	—	—	—	—
MANILA	HIROSHIMA MARU	Jap. str.	—	—	—	—

SHIPPING.

ARRIVALS.
May 11, NANYANG, German str. 1,016 E. Haas, Chiofo 6th May, Beans—East Asiatic Trading Co.
May 12, WITENBURG, German hospital ship, 3,021, G. Meiners, Taku 5th May and Shanghai 8th.
May 12, FLANDRIA, German str. 2,093, Drows, Canton 12th May, General—SIEMSEN & CO.
May 12, TAISSAN, British str. 1,544, Bradley, Canton 13th May, General—JARDINE, MATHESON & CO.
May 13, CANNING, British transport, 1,587, Lieut. Leger G. Warden, Rangoon 1st May.
May 13, HUE, French str. 704, G. Godin, Haiphong, Pakhoi and Hoihow 12th May.
May 13, ALBION, U.S. cruiser, 2,222 C. O. A. Esano, British steamer, 1,127, Hay, Hongay 10th May, Coal—JARDINE, MATHESON & CO.
May 13, TACHIBANA, German steamer, 825, H. Ahrens, Saigon 8th May, Rice and Flour—MEYER & CO.
May 13, VICTORIA, British str. 2,112, Pantan, Tacoma 14th April, General—DODWELL & CO. LD.

CLEARANCES.

At the Harbour Master's Office.
18th May.
Antenor, British str., for Singapore.
Haitan, British str., for Swatow.
Cheong H. Kian, British str., for Amoy.
Waku, British str., for Fochow.
Tachow, British str., for Swatow.
Machow, British str., for Shi-wai-yau.
Fushun, British str., for Shanghai.
Astoria, German str., for Singapore.
Flandria, German str., for Shanghai.
China, German str., for Newchwang.

DEPARTURES.

May 11, CARHAGE, British hospital ship, for Taku.
May 12, JACOB DIEDERICHSEN, Ger. str., for Hoihow.
May 12, SULLBERG, German str., for Chiofo.
May 12, HINBANO, British str., for Hongay.
May 12, HIKOSAN MARU, Jap. str., for Kuo-tzu.
May 12, STROMBOLI, British str., for Canton.
May 13, KWANGLEE, German str., for Shanghai.
May 13, FLANDRIA, German str., for Singapore.
May 13, ASTORIA, German str., for Shanghai.
May 13, FUSHUN, British str., for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Bennington, Hangchow, Compania de Filipinas, Burnside, Athenian, Nanchang, Kiang Tung, Maude, Newark, Saturn, Union, Haiching, Hongkong Maru, Hanol, Glenygle.
COSMOPOLITAN DOCK.—Colonies; Petriana, Tacoma.

SHIPPING REPORTS.

The British troopship Cannary, from Rangoon 1st May, experienced fine weather. The German steamer Wanguang, from Chiofo 6th May, had foggy and rainy weather. The British steamer Victoria, from Tacoma 13th April had N.E. monsoon from Shanghai.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN"
Captain Roach, will be despatched for the above ports TO-DAY, the 14th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 11th May, 1901. [128]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HOGO AND YOKOHAMA

THE Imperial German Mail Steamship
"HAMBURG"
Of the HAMBURG-AMERIKA LINIE.
Captain C. Magin, due here with the outward German Mail about the 14th inst. will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars apply to
MELCHERS & CO.
Agents.
Hongkong, 10th May, 1901. [128]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"AKASHI MARU"
Captain K. Suzuki, will be despatched for the above ports TO-MORROW, the 15th May, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUBI BUNSEN KAISHA, Agents.
Hongkong, 1st May, 1901. [16]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY", On 15th May, at 4 P.M.
S.S. "BELGIAN KING", About 10th June.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBÉ and YOKOHAMA TO-MORROW (WEDNESDAY), the 15th inst., at 4 P.M.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 14th May, 1901. [14]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship
"JONGSANG"
Captain Weigall, will be despatched as above on THURSDAY, the 16th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 11th May, 1901. [127]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA

THE Company's New Steamship
"DIAMANTE"
Captain A. Ramsay, will be despatched as above on THURSDAY, the 16th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 10th May, 1901. [1210]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI

THE Company's Steamship
"MELBOMENE"
Captain Matovich, will leave for the above place on FRIDAY, the 17th inst. P.M.

For Freight or Passage, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 14th May, 1901. [6]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

MARSEILLES AND CANTON, About 16th May } Freight or Passage.
LONDON { C.F. Lockstone, R.N.R. } May

SHANGHAI { PARAMATTA } About 21th May } Freight or Passage.
LONDON, &c. { S. Barclay } Noon, 25th May } See Special Advertisement.

SHANGHAI AND JAPAN { JAVA } About 31st May } Freight or Passage.
PAN { G.W. Gordon, R.N.R. } May

For Further Particulars, apply to
H. A. RITCHIE,
Superintendent,
Hongkong, 24th April, 1901. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AWA MARU { MARSEILLES, LONDON, and } FRIDAY, 17th May, at
N. Trent { ANTWERP, via SINGAPORE, } DAYLIGHT.
SAID, PENANG, COLOMBO & PORT

MIKE MARU { MOJI, KOBÉ and YOKOHAMA } TUESDAY, 21st May, at
M. Yagi { SAID } NOON.

WAKABA MARU { KOBÉ and YOKOHAMA } FRIDAY, 24th May, at
J. B. Macmillan { NAGASAKI, KOBÉ and YOKO- } DAYLIGHT.
ROSETTA MARU { HAMA } FRIDAY, 24th May, at
N. Tate { BOMBAY, via SINGAPORE and } NOON.
HIROSHIMA MARU { COLOMBO } FRIDAY, 24th May, at
S. Yoshizawa { SYDNEY and MELBOURNE, via } NOON.
KASUGA MARU { MANILA, THURSDAY ISLAND, } FRIDAY, 24th May, at
{ TOWNSVILLE and BRISBANE } 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 20th April, 1901. [13]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TENERIFE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SUEVIA { HAYRE & HAMBURG } On 21st May } Freight.
Capt. Wagner { (Calling at Singapore) } On 21st May } Freight.

SEGOVIA { HAYRE & HAMBURG } On 21st May } Freight.
Capt. Foerck { (Calling at Singapore and Penang) } On 21st May } Freight.

WITENBURG { HAYRE & HAMBURG } On 10th June } Freight.
Capt. Hempel { (Calling at Singapore and Colombo) } On 10th June } Freight.

For further particulars apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDING, No. 1.
Hongkong, 30th April, 1901. [105]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

"EMPEROR OF JAPAN", Capt. R. E. Byss, R.N.R. WEDNESDAY, 15th May, 1901.
"EMPEROR OF CHINA", Capt. R. Archibald, R.N.R. WEDNESDAY, 15th June, 1901.
"EMPEROR OF INDIA", Capt. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOOVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey as compared with the PALATIAL TRANS-CONTINENTAL TRAINS.

make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOOVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN", 3,882 Tons, Capt. H. Mowatt, On or about 1st June.
Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOOVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Padder's Street.
Hongkong, 14th May, 1901. [110]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

PRINZ HEINRICH ... WEDNESDAY ... 15th May.
PREUSSEN ... WEDNESDAY ... 29th May.
HAMBURG (Hamburg-Amerika Linie) ... THURSDAY ... 13th June.
SACHSEN ... THURSDAY ... 27th June.
KIAUTSCHOU (Hamburg-Amerika Linie) ... THURSDAY ... 11th July.
BAYERN ... THURSDAY ... 25th July.
SPITZGART ... THURSDAY ... 8th August.
KONIG ALBERT ... THURSDAY ... 22nd August.
PRINZESS IRENE ... THURSDAY ... 5th September.
PRINZ HEINRICH ... THURSDAY ... 19th September.
PREUSSEN ... WEDNESDAY ... 2nd October.
HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 16th October.
SACHSEN ... WEDNESDAY ... 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 13th November.
BAYERN ... WEDNESDAY ... 27th November.

ON WEDNESDAY, the 15th day of May, 1901, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain H. Heintze, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 13th May. Cargo and Specie will be received on Board until 4 P.M. on TUESDAY, the 14th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 14th May.

Contents of Parcels are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 2nd May, 1901. [9]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via SHANGHAI.

INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

TACOMA ... 2,311 ... A. Dixon ... May 17th.

VICTORIA ... 3,502 ... J. Pantan ... May 29th.

BREMER ... 3,601 ... W. Watt ... June 7th.

GLENOCIE ... 3,750 ... W. Fraser ... June 23rd.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 255.
Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.
The Railroad travelling is second to none on the American Continent, and trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains, day and night. Tacoma to New York in

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"MACHAON"	On 14th May.
GLASGOW and LIVERPOOL	"ACHILLES"	On 18th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.

FOR	STEAMERS	TO SAIL
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALCHAS"	On 28th May.
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHANGSHA"	On 14th May.
POOHOW	"WUHU"	On 14th May.
AMOI and SHANGHAI	"WOOSUNG"	On 19th May.
MANILA	"SUNGKIANG"	On 21st May.
MANILA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 10th June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, BANGKOK,
COLOMBO, ADEN, SUZ, PORT
SAID, TYRRE and TRIESTE.
(Taking Cargo at through rates to the Brazils,
to SOUTH AFRICA, RED SEA, BLACK
SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship
"GISELA,"
will be despatched as above on
SATURDAY, the 18th May, P.M.
For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 11th May, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th May, 1901, at
1 P.M., the Company's Steamship
"INDUS," Captain Riquier, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with
the s.s. Polynesia, which vessel takes on her
Passengers and Mails, leaving that port on the 1st
June, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 3 P.M. on the 19th
inst. (Parcels are not to be sent on board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th May, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR POOHOW VIA SWATOW AND
AMOI.
THE Company's Steamship

"ANPING MARU."
Captain S. Aizumi, will be despatched for the
above ports on WEDNESDAY, the 22nd May,
at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th May, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"AFRIDI" 24th May
"HILLGLEN" 14th June
"LOWTHER CASTLE" 30th June
"HEATHBURN" About 17th July.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 6th May, 1901. (1193-873-1194-988)

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:
ADOLPH OBRIG, American ship, Amesbury—
Standard Oil Co.
CLAVERING, British str., J. Barker.—Dodwell
& Co., Ltd.
COMPANIA DE FILIPINAS, Amr. str., D. Migus.
Orts.—Brandao & Co.
PRESIDENT, British bark, R. B. Munro—
Chinese.
RANZA, British str., Arnot.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPETHE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"CORTIO"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and
HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United
States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamer, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)
are granted to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to ports beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

Hongkong, 6th May, 1901.

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.
Agents for and in connection with
OREGON RAILROAD AND NAVI-
GATION COMPANY

operating the New First Class Steamships
"INDRAVELL," "INDRAPURA,"
"KNIGHT COMPANION"
between HONGKONG and PORTLAND
(OR) calling at SHANGHAI, NAGASAKI,
MOI, KOBE and YOKOHAMA.

THE Steamship
"KNIGHT COMPANION"
will be despatched for Portland (Or) on
FRIDAY, the 17th May.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through rates of Freight and further
Information communicate with or apply to
ALLAN CAMERON,
General Agent,
or to

SHEWAN TOMES & CO.
Hongkong, 14th May, 1901. (1048)
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship

"BENGAL,"
Captain S. Barcham, carrying His Majesty's
Mails, will be despatched from this Bombay
on SATURDAY, the 25th May, at Noon,
taking passengers and cargo for the above
ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo onto a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay without transhipment.

Parcels will be received at this Office until 4 P.M.
the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
H. A. FITCHIE,
Superintendent.

Hongkong, 13th May, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW AND
AMOI.
THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Sobajima, will be despatched for
the above ports on SUNDAY, the 26th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th May, 1901.

Quarta, German str., 1,146, Johansson, May 7.
Sander, Wieler & Co.
Ragnar, Norw. str., 1,220, Nilsen, May 11.
East Asiatic Trading Co.
Ranza, British steamer, 3,434, Arnot, May 9.
Standard Oil Co.
Sara, German str., 2,052, Paetow, May 8.
Simonsen & Co.
Simonsen, Dutch str., 1,818, Sanduan, April 18.
Chinese.
Tacoma, British str., 2,811, Alwen, May 10.
Dodwell & Co., Limited.
Taichang, German str., 828, Ahrens, May 13.
Meyer & Co.
Taisang, British str., 1,544, Bradley, May 7.
Jardine, Matheson & Co.
Taisan, British str., 1,122, Stovell, May 3.
Bradley & Co.
Victoria, British str., 2,112, Pantan, May 13.
Dodwell & Co., Limited.
Wittekind Hospital, German str., 3,606, Memers,
May 12, Melchers & Co.
Wuhu, British steamer, 1,300, Robt, May 4.
Butterfield & Swire.

THE CHINA AND JAPAN

TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS:—

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\$80 Per Annum.

PRIVATE LINES.

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NO CHARGE FOR INSTALLATION.

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TELEPHONES,
WIRE, &c., &c.

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ON
APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to
fit up Installations if required.

For full particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Note Address:—No. 2, ICE HOUSE ROAD.
Hongkong, 18th January 1898. (2559)

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KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOW-
LOON and ADJACENT TERRI-
TORIES showing the Boundary under the
New Convention, with the Towns, Villages,
&c. Prepared from Authoritative Sources and
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To be had at Messrs. KELLY & WALSH, LD.,
Daily Press Office,
Hongkong, 28th October, 1898. (82)

INTIMATIONS.

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GRAND MASS (with Organ Accep-
t). No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
The "LILY" Waltz and "ELIZA" Waltz.
NEW FEATURE
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To be had of all MUSIC DEALERS.
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Goods

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QUEEN'S ROAD CENTRAL
Hongkong, 3rd May, 1901. (1232)

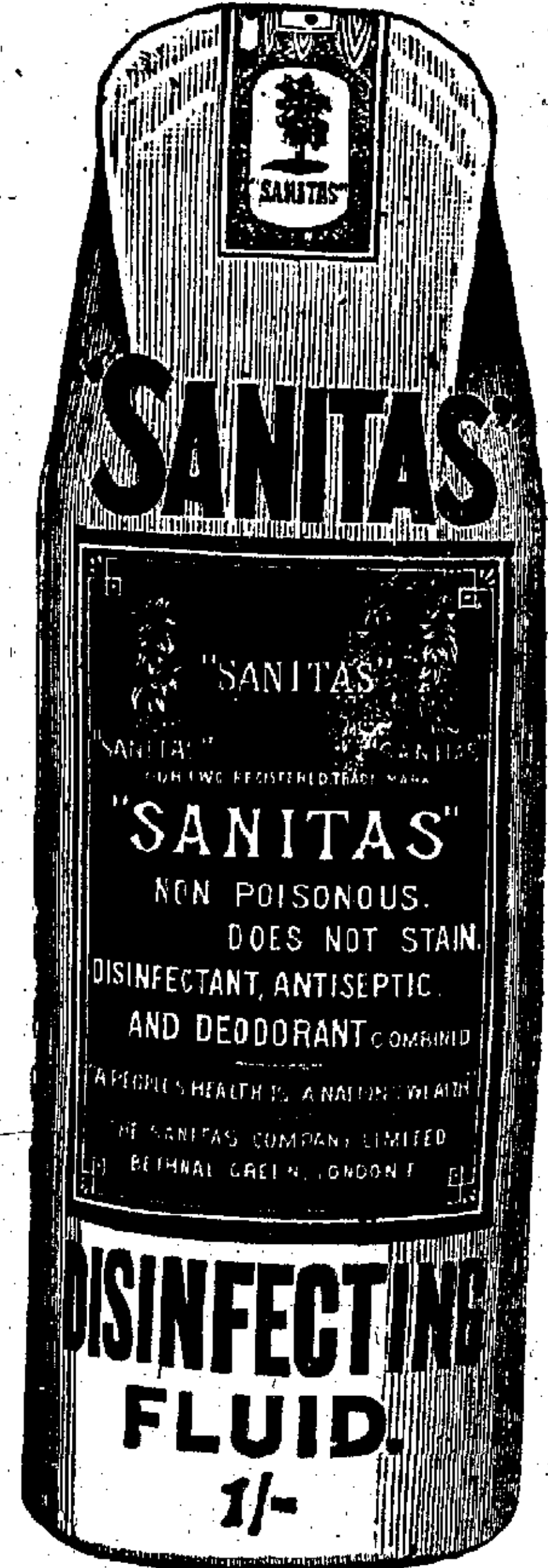
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A Remedy for all Irregularities,
Suppressed or Bitter Apple, Pimples, etc., etc.
A. S. WATSON & CO., LTD., HONGKONG.
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MARTIN, Chemist, SOUTHAMPTON, ENGLAND. (1310)

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with the
LADY SMITH RELIEF COLUMN."
Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N. C.B.

CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. Terrible).
The book is printed on art paper, and illus-
trated with coloured maps and sketches.
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